As per Government policy. Airlines Operators are free to operate to new stations based on the commercial judgement subject to compliance with the route dispersal guidelines.

Losses sufTcrcd by Indian Airlins

3695. SHRI C. P. THIRUNAVUKKARASU: Will the Minister of CIVIL AVIATION be pleased to state:

(a) the accumulated loss of Indian Airlines from 1995 to 1997, year-wise; and

(b) whether the report of the Kelkar will be implemented to avert the loss?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) the details of profit/loss and accumulated loss of Indian Airlines for the three financial year from 1995-96 to 1997-98 are as under:—

(Figures in Rs. crores)

Financial Year	Profit/ (loss)	Accumulated Losses at the year.end since 1989-90
1995-96	(109.98)	(1031.00)
1996-97	(14.59)	(1045.59)
1997-98 (Prov.)	45.15	(1000.44)

(b) The matter is under consfderation of the Government.

Operation of Commercial flights from Koil Airport (J&K)

3696. SHRIMATI JAYAPRADA NAHATA: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether Koil Airport in Kashmir is not fit for commercial air traffic as pointed out by Kashmir Chamber of Commerce; and

(b) if so, the steps proposed to removo the hardships pointed out by them?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) Koil Airport is understood to be another name for Awantipore airport which is a Defence airport. Following temporary closure of Srinagar airport, civil flights are now operating to and from-Awantipore Air Force Station. All essential facilities have been provided at this new location by I Airports Authority of India and Indian Air Force for commercial operation of airlines.

Extension of Ahmedabad airport

3697. SHRI BANGARU LAXMAN: Will the Minister of CIVIL AVIATION be pleased to state:

(a) whether it is a fact that Government has included the work of extention of Ahmedabad airport in the budget for 1997-98;

(b) if so, the details thereof;

(c) whether it is also a fact that inspite, the Ahmedabad airport was identified as an alternate airport to Mumbai but has been sidelined for development at international airport;

(d) if so, the details thereof; and

(e) if not, the reasons therefor?

THE MINISTER OF CIVIL AVIATION (SHRI ANANTH KUMAR): (a) and (b) Yes, Sir. Airports Authority of India has provided Rs. 4. crores in the Annual Plan 1997-98.

(c) and (d) No, Sir. Au-ports Authority of India has approved the proposal for extension of runway from 9,000 ft-, to 11,500 ft. to facilitate operation of bigger afrcraft like B-747 and strengthening of associated pavements at a cost of Rs. 48.50 crores. Notice inviting tenders fior this work is likely to be issued in August. 1998.

(e) Does not arise.